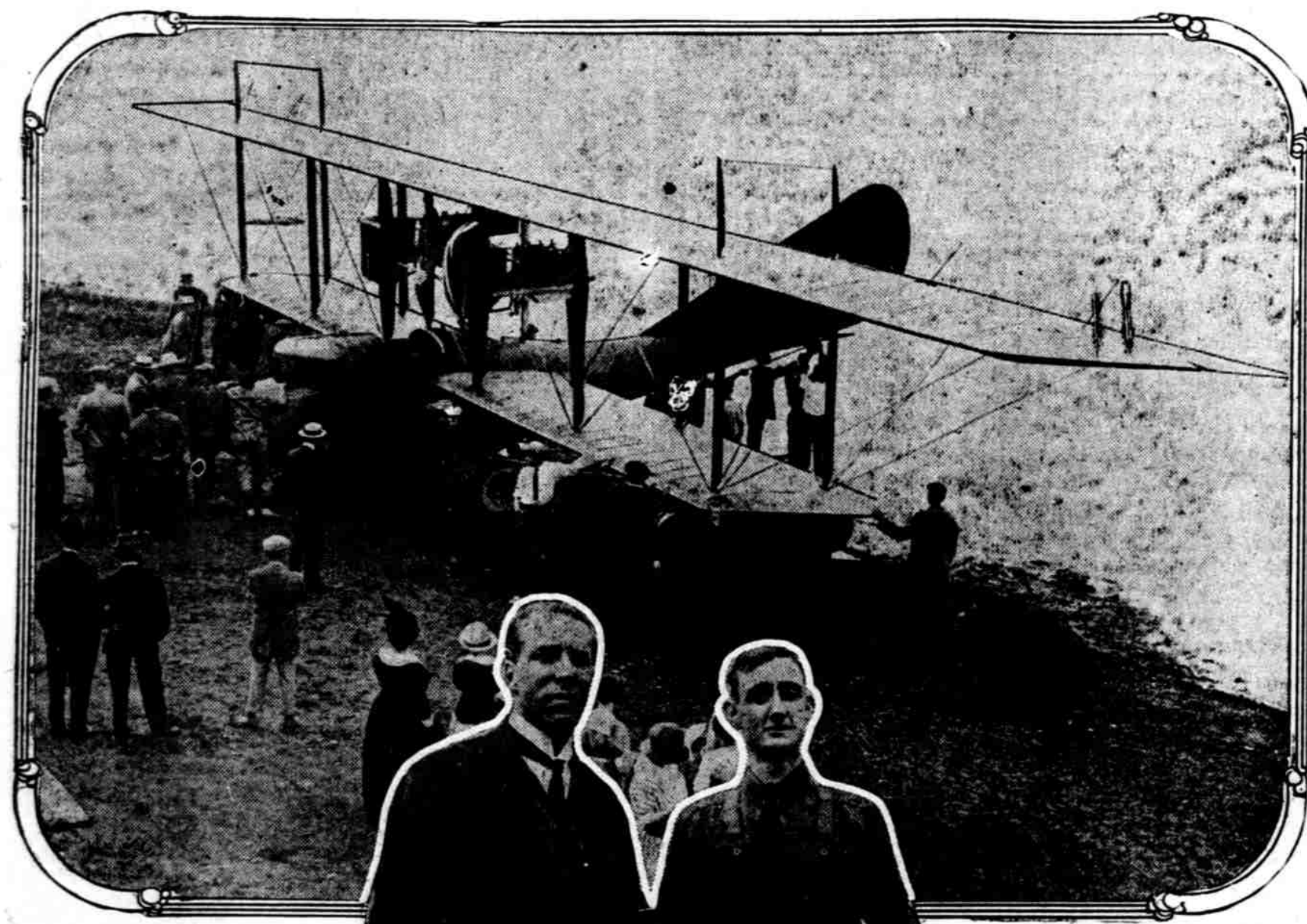


Fifty Miles an Hour America's Feat On Its First Trial on Lake and in Air



Flying Boat Just Before It Was Launched Upon Waters of Lake Keuka.

LAUD GALLAUDET AT SEMI-CENTENNIAL

Recipients of Honorary Degrees
Tell of Work for Deaf Done
by Institution.

Holders of honorary degrees awarded by Gallaudet College at its five-day semi-centennial commencement, exercises rendered tribute to the institution that fostered them at the start of their career today.

Gallaudet chapel was thronged this morning when Dr. Robert Patterson, of the class of 1870, now principal of the Ohio School for the Deaf, spoke on "Our Alma Mater, An Appreciation." Dr. Patterson spoke of the wonderful help Gallaudet had been to the graduates, and the uplift it had given to those unable to hear or speak.

Dr. J. R. Dobyns, superintendent for the Mississippi School for the Deaf, spoke on "The Influence of the College on the Schools for the Deaf." Mrs. Sylvia Chapin Ball, teacher of the School for Deaf, at Belleville, Ontario, one of the two women honored with degrees at yesterday's commencement, delivered an address on "The Influence of the College on the Deaf in General."

"The College As Viewed By the Deaf of Europe" was the subject of an interesting discussion by the Rev. Francis Martin, of Ireland.

The afternoon was spent at Great Falls. After luncheon the graduates and their followers took the cars for the Virginia side, and spent the time in picnicking about the grounds. Meetings of the secret societies are scheduled for tonight.

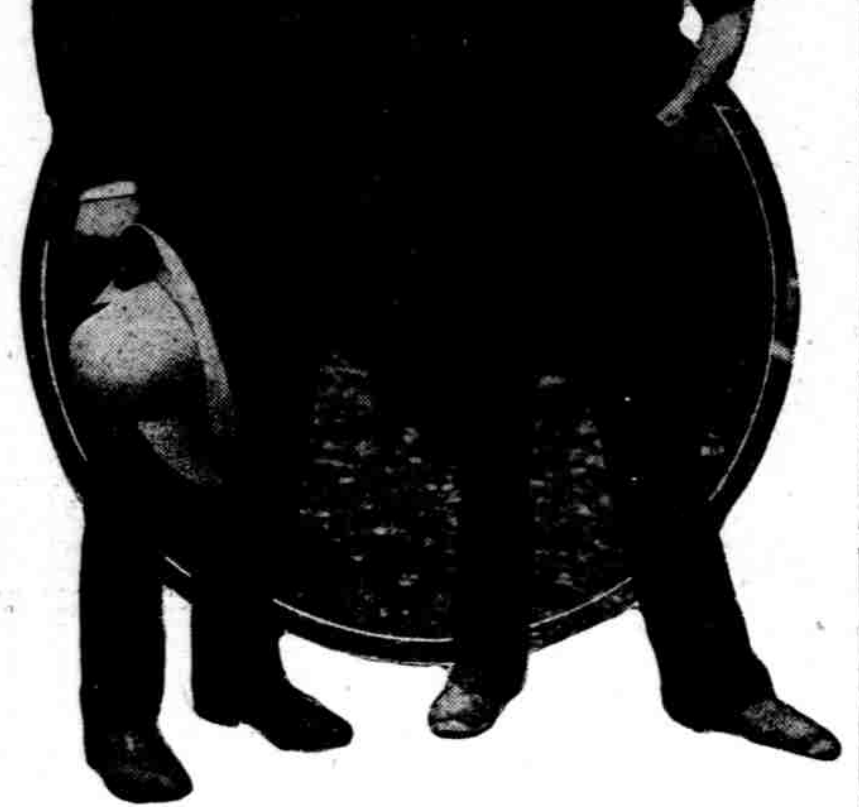
Tomorrow morning an election of officers for the alumni association will be held at the institution at Kendall Green, after which the 200 and more alumni will return to their homes.

"Kissless Bride" Wins Annulment of Marriage

NEW YORK, June 24.—An order annulling the marriage of Miss Charlotte Barton, "a kissless bride," to Daniel Shields, which took place six months ago, was issued in Nyack by Justice Tompkins.

They were married in Groton, where the bride lived, by the Rev. Dr. McPherson. When Miss Barton was only twenty years old Shields courted her and said he had plenty of money. They separated at the parsonage right after the ceremony. Shields never even kissed her. They went to their own homes. The bride alleged that Shields had won her by deceit.

She has not seen Shields since they left the minister.



LIEUTENANT PORTE and GEORGE HALLETT,
Pilot and Engine Expert, Who May Accompany Him in Trans-Atlantic Flight.

Vessel, With Its Engines Throttled, Flies Smoothly,
and Lieut. Porte Tells Readers of The Times
Machine Equals All Expectations, and Is Be-
having Perfectly.

With a sureness and certainty that promised well for the discharge of its appointed task—the crossing of the Atlantic Ocean—the flying boat America took the air for the first of the trial flights at Lake Keuka, N. Y.

The first time she was driven by her builder, Glenn Curtiss. In the second effort, which was the more serious of the two, she was handled, and handled in faultless manner, by the man chosen from the world to drive her, Lieutenant Porte, of the British navy.

She answered every question in a way that delighted those concerned. She is to be given several more trial flights, and then she will be boxed up and shipped to Newfoundland, from where the flight is to begin about the middle of the coming month.

By LIEUT. JOHN CYRIL PORTE, R. N.

The America has flown.

Every expectation of her builder, Mr. Curtiss, and myself was equalled in the tests over Lake Keuka. She behaved as soberly as a woman of maturity. Instead of a very fresh and red young debutante. She showed none of the wild antics that usually go with the tryout of a new craft. She showed us speed, lifting power, buoyancy, rudder, elevator and all other control, and absolutely perfect engine action. And in that last factor lies our greatest hope.

With the engines throttled down, we got fifty miles an hour out of her. From

at our direction, and when we tried her out she did.

It was as successful a first flight as ever I had a hand in and Mr. Curtiss tells me that he has never turned out a machine that has done better on her first attempt.

Perfect As Boat, Also.

Light as she is in her hull construction, she did not take a drop of water, even when traveling on the surface at best speed. This is unusual, for almost every wooden-hulled boat built shows a seepage the first time she is put overboard.

The day's proceedings yesterday began when Mr. Vernon, of Syracuse, christened his flying boat, which has been built alongside of the America, and then made a trial flight, after which he carried four passengers. This was an encouragement. In the afternoon we got the petrol in her and, starting the engines to see how they worked, we let them speed up to 1,200 revolutions per minute, and their action was an earnest indication of their behavior later when they were asked to do real work.

The trials demonstrated clearly the worth of two motors each hatched to a propeller. Two propellers operated by separate motors is rather an unusual method in this country, and not often employed abroad, but it appears to be the construction of the future.

Steering Not Affected.

Even when there was a slight variation in the number of revolutions per minute between the two blades, it had absolutely no effect upon the steering controls.

It was about 3:15 when the controls having been adjusted, the work of sending her off the ways, up which she had been hauled to complete the last few jobs, began. It was just 3:30 when Mr. Curtiss and I took our places in the cabin. On the top in the engine section, stood George Hallett, my assistant pilot, and two of the Curtiss skilled workmen, George Robinson and James Lamont.

Pushed out clear, Hallett turned our engines over. The left was stiff and took a bit of cranking. The right started before its mate, but even with that propeller going hard we were able to keep her nose straight by warping the rudder.

When the left engine came in, she seemed to gather up under us like a race horse at the starting post. Then she shot forward, moving through the water at first until her speed made her rise to the surface. At the outset she seemed to be a trifle tail-heavy, but that fault, more apparent than real, corrected itself and we found ourselves traveling through the lake, or on it, at something like forty miles an hour.

Quickly Shows Her Ability.

Curtiss was at the wheel. He felt that it was his duty as the builder to see that, at least, she showed ability to perform the elementary part of the job for which she has been constructed. Both he and I were rather unfamiliar with the type of control that is being used in the America, but we were able to steer with my feet and working the alleron with

my hands. In this craft I steer with my hands and work the alleron with foot power.

We sped along for about three-quarters of a mile. Mr. Curtiss wings strained under us as if anxious to get up in the air. We stopped and Robinson and Lamont got into the workboat that followed. Then we went again.

We were more at home in her by now, and Curtiss shot her ahead at a good pace, and at 3:40 she left the surface of the water and flew. Like the roc of legend, she climbed for twenty or thirty feet, and then went on about her business on an even keel. Then we came down again and she slid along the water as gently as a bird. We went about a mile further and then stopped. We turned slowly around, picked up quickly and flew back making two jumps on the run home.

Everything Works Smoothly.

We found her elevators to work smoothly. Her engines were singing truly and in unison. The alleron kept her balanced to a slow turn, although she lifted her powerfully. In short, she was a success. Reaching the landing stage, Curtiss alighted and took the wheel, with Hallett by his side. We put in a 10-second haze of ballast and took on a 20-pound man, who stood up on the deck as we flew. Curtiss then started action. Then we tried our second flight and this time she did even more than we had.

I wore a helmet and flying overalls, and Hallett wore his overalls, too. It was just 4:10 when we pushed off for the second trial. She went under way with amazing rapidity, considering the stiffness of her new engines, and in a few hundred yards she had left the water for the air. I let her down again and stopped the engines to test them out.

They started again easily enough, upon cranking, and we went ahead, setting up to fifty miles an hour when she took the air. She went straight and true, answering her helm as easily as a toy balloon is pulled here and there by a string.

We shot up to about 100 feet and then continued at that elevation for about three miles, flying in a straight line. Behind and over us the motors sang with a sureness of timing that delighted our ears. Curtiss has done nothing else he has built two fine motors. I depressed her and we came down as easily as a leaf.

We about-faced nicely, the rudder working like a liner's, and then started on a circle, steering from side to side and climbing and descending with a precision that was good to realize.

At the way out I made three jumps, going back I made one sustained flight. She seemed to rejoice in being allowed to keep the air; she acted quite as if that were her native element. Every foot of her wing surfaces was doing its duty splendidly and carrying the weight as if it were nothing. Certainly her lifting power left little to be asked for.

I shut off the motor and voyaged down to the water a quarter of a mile from the landing stage, and she shot about under her own momentum for a considerable distance, showing how lightly she sits on the water. I opened the throttle again and she sped on the surface, behaving just as well as she had in the air. When we pulled her out again she was found to be quite shipshape. Not one thing was



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Lieut. Porte's Skill Is Proved by Flight

Trans-Atlantic Aircraft Put Through Paces in Manner That Argues Well for Success of Attempt to Cross Ocean, Declares Aide, After Lake Keuka Tests.

By HERBERT B. SWOPE.

HAMMONDSPORT, N. Y., June 24.—Great is the America and great is her driver.

Splendidly as Glenn Curtiss' epoch-making boat behaved, Lieutenant Porte did equally as well. Under conditions wholly new to him, he handled the craft as if he had been built into her.

Perhaps the best comment on Porte's driving was explained by George Hallett, the aviator chosen to be the assistant on the history-making flight. He said:

"When they selected me for this position I asked that before I sign the contract I be permitted to fly with Lieutenant Porte so that I might satisfy myself as to the kind of man in whose hands I was putting my life. Well, I flew with him, and under the trying conditions that always are present at a first flight, I feel ashamed that I should have imposed the condition. I never have been in a machine with a man who was so much the master of the craft. He handled her with the certainty and coolness that marks great drivers. He put her through her paces in a way that seemed to draw out the best in her. She seemed to respond to his thought as well as his touch."

"It was a remarkable exhibition, the more so because he was using controls new to him and with which he had no chance to become familiar."

"Now that both the boat and Lieut. Porte have been tested, I am all the more confident that we shall succeed."

Lieut. John H. Towers, one of the best equipped aviators in the American Navy, was sent here by that department to make observation and attend some departmental business. He spoke enthusiastically of the America's behavior although he had formed no opinion as to the success of the real task that lies before her—the ocean crossing by air.

On the shore of the lake, by the hangars, were a hundred or more automobiles driven by the natives and many visitors from out of town. There were about a thousand people on the field when the flights began and two score motor boats lining the sides of the lake, keeping at a distance to give the America all the sea room she needed.

The America stands today an unequalled success at the biggest flying boat in the world and among the biggest air machines of any sort ever built.

Increased weight holds no fear for us; we did not use all our power today. I shall continue the trial flights clear through the week, at the end of which I hope to be able to leave for Newfoundland, although it is not quite sure that I shall be able to get away for another seven days.

The present plans are to have the boat leave on July 1, reaching St. John's on July 5. Then she will be reassembled and tried out under actual flying conditions. I do not look for this to take more than a week. I sincerely believe that we shall be off on our transatlantic voyage by the 15th or 16th of next month.

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U. S. to Guard Secrets In Sale of Battleships

As soon as the sale of the battleships Idaho and Mississippi is formally authorized, Secretary of the Navy Daniels will hold a conference with the Greek charge to arrange for delivery and payment for the vessels. The Idaho is now at Naples and the Mississippi at Genoa, Italy. It is probable that the ships will be stripped of their firing control before they are turned over to Greece, because the United States does not want to give up the secrets of her successful marksmanship.

ACID STOMACHS ARE DANGEROUS

Nine-tenths of All Stomach Trouble Said to Be Due to Acidity.

A Physician's Advice on Cause and Cure.

A famous physician whose successful researches into the cause and cure of stomach and intestinal diseases have earned for him an international reputation, said in the course of a recent lecture that nearly all intestinal troubles, as well as many diseases of the viscera, were directly traceable to a deranged condition of the stomach which in turn was due nine times out of ten to excessive acidity, commonly termed sour stomach or heartburn, which not only irritated and inflamed the delicate lining of the stomach, but also set up gastritis and stomach ulcers. It is interesting to note that he condemns the use of patent medicines as well as a medical treatment for the stomach, stating that he and his colleagues have secured remarkable results by the use of ordinary bismuthated magnesia, which, by neutralizing the acidity of the food, removes the source of the trouble. He contends that it is as foolish to treat the stomach itself as it would be for a man who stepped on a tack to rub liniment on the foot without first removing the tack. Remove the tack and the foot will heal itself—neutralize the acid and stomach troubles will disappear. Bismuthated magnesia, commonly termed "Lilly's" medicine, is a safe and effective remedy, as long as the contents of the stomach remain acid; remove the acidity, and there will be no need for medicine—the inflamed lining of the stomach will then heal itself. Sufferers from acidity, sour stomach or heartburn should get a small bottle of bismuthated magnesia from their druggist, and take a teaspoonful in a quarter of a glass of hot or cold water after meals, repeating in fifteen minutes, if necessary, this being the dose which the doctor has found most efficacious in all cases.—Advt.

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